

The impact of FSMA's Sanitary Transportation of Food Rules

April 2016



- **Shippers** develop specifications for safe movement of goods. These must include whether or not to precool the unit and to what temperature. In bulk loads, the shipper is accountable for ensuring the prior load will not contaminate the current load.

- Does the current load tender that is commonly used provide necessary information that carrier will need to comply.
 - Shippers will need to supply specific instructions to the carrier to facilitate adequate cleaning and sanitation.

 - Shippers will need to develop and communicate pre-cooling requirements based on commodity being shipped

 - Will shippers need to have any specific mandated training in food safety?

SHIPPERS



- **Loaders** must be able to determine if the equipment is suitable for loading.

- **Loaders** / dock personnel will most likely be required to document the equipment condition and retain records of that inspection.
 - How will standards be developed?

 - What additional costs will be injected into transportation assuming there will not be consistent standards?

- **Carriers** will be required to train all personnel involved in the transportation of products.
 - Will a commercial market be created in this training space or will carriers have to develop the internal expertise to create and deploy training?
 - If a driver completes training at one carrier and transitions to another company, will the certification move with them or will this become an upfront cost for every carrier and every new driver?
 - Will internal associates who work with drivers and customers be required to be trained and certified?

- **Carriers** are required to keep and, upon request, provide evidence that a shippers' product was transported within the specification set by the shipper.
- Will a commercial market be created in this training space or will carriers have to develop the internal expertise to create and deploy training?
- Will the absence of a temp log lead to a claim?

- **Drivers** will be required to complete training that is potentially similar to getting a HazMat certification
 - Who will provide training?
 - Who will bear the brunt of the costs?
 - Will the certification move with the driver?

DRIVERS



- **Drivers** must ensure that the trailer meets the specifications set by the shipper and transmitted to them by their company dispatch
- There will, most likely, be additional costs as compliance is mandated. Will the driver be expected to absorb those costs?
- Since compliance is going to be phased in over time (large carriers vs small carriers), will the large carriers bear the brunt of the initial costs and can those costs be effectively passed on to the market?
- Will this lead to higher driver turnover?

DRIVERS



➤ **Drivers** may be put in the position of having to provide temp data for a load at the request of receiver.

➤➤ Does the technology support?

➤➤ Who pays for the lost productivity?

DRIVERS



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